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by Europeans, and where much may be accomplished in the way of undermining the prestige of China (so essential to its hold over the interior) without the knowledge of others than the principals,—that is, Russia and England and China.

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## EARLY WESTERN EXPLORERS AND THE RAILROADS.

BY

HENRY GANNETT.

Between the time of the Lewis and Clark Expedition, near the beginning of last century, and 1870, scores of exploring expeditions traversed the West in all directions. These expeditions were in nearly all cases under the War Department, and were headed by army officers. They made route surveys, by means of traverse lines, mapping by distances and directions the route traversed. A narrow ribbon of country was mapped, which differed in breadth with the character of the country, being broad upon the plains and in the valleys, but narrow in the mountainous regions. These surveys were brought together into a map which was the first to portray, upon any considerable scale and with any pretence to accuracy, the geographical features of the great West.

Among these numerous expeditions a large number were carried out in the late forties and early fifties for the express purpose of discovering feasible routes for railroads connecting the Mississippi Valley with the Pacific coast. These were known as the Pacific Railroad expeditions, and the results were published in a series of quarto volumes.

It has been questioned whether these Pacific Railroad explorations and other Western expeditions suggested the location of the existing railroad systems of the West. To test this matter I have placed upon a modern map of the western part of the country the routes of these expeditions, so that they came in juxtaposition with the existing railroad systems, and have measured on the one hand the mileage of existing roads which follow the routes of exploration and on the other hand those which do not.

It appears that in the Rocky Mountains and Pacific Coast States—that is, those lying west of the eastern boundary of Montana, Wyoming, Colorado and New Mexico—about half the mileage of rail-

roads follows the routes of explorations. I do not mean by this that the railroads follow these routes in all details, but that the same gaps, passes, etc., are utilized, while in the broad valleys the railroad route may differ several miles from the exploration route, although the line of the valley is followed.

When one considers the great trans-continental lines, however, for whose location these explorations were specifically made, it is seen that the routes of exploration are followed in far greater measure. Thus the Atchison, Topeka, and Santa Fé Railway from the east line of Colorado to San Francisco follows the routes of early explorers for more than six-sevenths of the distance. From the east line of Colorado to La Junta the line follows the Arkansas River in the steps of numerous explorers. From La Junta to Trinidad, Abert and Peck had blazed the way. From Trinidad to Albuquerque the railway follows the route of Capt. Emory, and from Albuquerque to The Needles, on the Colorado River, the route had been explored by Simpson, Whipple, Beale, and Ives. The railroad crosses the Mojave Desert from The Needles to Mohave independently of the route of any explorer, but from Mohave to San Francisco over the Tehachapi Pass and through the San Joaquin Valley it follows Fremont and Williamson.

The Southern Pacific Railway from El Paso to San Francisco follows explorers' routes over about six-sevenths of the distance. The first part is independent of explorers, but in western New Mexico it adopts the route explored by Lieut. Parke and thence to Yuma follows the route of this officer, Capt. Emory, and Lieut. Cooke. It takes up the route of Lieut. Parke at Indio, and follows it by way of Los Angeles and the coast line to San José.

The line of the Southern Pacific Railway from Benicia, Cal., to Portland, Ore., follows almost entirely the route of Williamson and Abbot, the only departure being for a short distance in northern California.

Of the line of the Union and Central Pacific Railroads between the east boundary of Wyoming and Sacramento, Cal., fully five-sixths was pointed out by early explorers. Stansbury traversed this route from the neighbourhood of Cheyenne to Granger, Wy., Beckwith from Evanston to Ogden, through Echo and Weber Cañons. The route down the Humboldt River and over the Sierra Nevada to Sacramento was first pointed out by Fremont.

Of the route of the Denver and Rio Grande Railroad from Denver to Salt Lake very nearly two-thirds was laid out by these early expeditions. Fremont traversed it from Denver to Canyon City,

and from Buena Vista up the Arkansas through Tennessee Pass and down the Eagle. From Grand Junction to Price, Utah, it was traversed by Gunnison, and from Thistle Junction to Salt Lake by Fremont and Beckwith.

Two-thirds of the route of the Oregon Short Line and Oregon Railroad and Navigation Co., stretching from Granger, Wy., to Portland, Ore., was traversed by these expeditions. Bonneville went over the part between Granger and Soda Springs, Idaho; while Fremont and others traversed the route from Boise to Portland.

Of the route of the Northern Pacific Railroad, from the east boundary of Montana to Tacoma, Washington, three-fourths was mapped by these expeditions. The long stretch from Glendive in eastern Montana to Lake Pend Oreille, Idaho, was traversed by Lewis and Clark, Reynolds, Warren, and Mullen. From the latter point to Pasco the railroad was located on a route not traversed by any explorer, but from Pasco to Tacoma, with one or two trifling breaks, the route was followed by Mullen.

The Great Northern Railway, the latest of these trans-continental lines, discovered its own route for two-thirds of its way, only one-third being suggested by early expeditions. Mullen traversed its route from Williston, on the east boundary of Montana, to Havre and also across the Mission Range, the easternmost of the Rocky Mountains in this latitude.

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## ANTARCTIC NOMENCLATURE.

BY

EDWIN SWIFT BALCH.

Dr. Hugh Robert Mill recently made a suggestion in the *Geographical Journal* (July, 1905, Vol. XXVI, page 79) which deserves the consideration of other geographers. He says:

The map of the great peninsula of Antarctic land has been enriched by several new names, but several changes of names are also shown, which we consider ought to be arranged, when necessary, by some international body, such as the International Geographical Congress, because it is very awkward to have different names in different works of reference, and there is at present no authority to turn to when a doubtful point of nomenclature has to be settled.

The need of some fairness and impartiality in connection with Antarctic geography and nomenclature will be apparent to any geographer who turns to pages 17-27 of the July number, also, of the *Geographical Journal* for 1905, and who reads the extraordinary statements and opinions published in the retiring address of the